SAT OPS BULLETIN

Serial Number: 2024-001
Subject: SAT CPDLC Logon Issues
Originator: SAT Implementation Management Group

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The purpose of South Atlantic (SAT) Operations Bulletin **2024-001_** is to provide background information and guidance to aircraft operators in the South Atlantic on the requirement to notify ATC of CPDLC logon issues, and the Air Navigation Service Provider (ANSP) procedures will be applied to aircraft incorrectly logging on to the Dakar Flight Information Region (FIR) (GOOO) instead of the Abidjan Area Control Center (ACC) (DIII) when transitioning through Abidjan Airspace.

Any queries about the content of the attached document should be addressed to:
ICAO EUR/NAT Office (icaoeurnat@icao.int)

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CPDCL LOGON ISSUES

1. Definitions

The following are definitions as used in this bulletin to address the CPDLC logon issue:

1. **ACC (Area Control Centre):** "A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction", such as Dakar ACC and Abidjan ACC. (ICAO DOC 4444)
2. **ADS-C (Automatic Dependent Surveillance-Contract):** "A surveillance technique in which aircraft automatically provide data derived from on-board navigation and position-fixing systems via a data link. This data is used for tracking aircraft in non-radar airspace and supporting ATC functions ." (ICAO DOC 9694)
3. **CPDLC (Controller-Pilot Data Link Communications):** "A data link application that provides a means of communication between controller and pilot, using data link for ATC communications", reducing reliance on voice communication. (ICAO DOC 9694)
4. **DLIC (Data Link Initiation Capability):** The capability to provide "the necessary information to enable data link communications between ATC ground and aircraft systems. It is an aircraft-initiated application." (ICAO DOC 9694)
5. I**NCERFA:** "The code word used to designate an uncertainty phase". It is initiated when there is doubt concerning the safety of an aircraft. (ICAO DOC 4444)

2. Purpose of Bulletin

The purpose of this South Atlantic Operations (SAT) Bulletin is to provide guidance to ANSPs and aircraft operators, flight crews, and pilots overflying Abidjan airspace in the Atlantic Ocean Random Routing Area (AORRA) regarding the correct CPDLC logon procedures. Specifically, this Bulletin addresses the frequent issue of aircraft incorrectly logging on to the Dakar FIR (GOOO) instead of the Abidjan ACC (DIII) when transitioning through Abidjan Airspace. This misconnection results in communication failures, increased workload for ATC, and potential safety issues such as the activation of the INCERFA phase. The Bulletin aims to outline the correct procedures to ensure successful CPDLC connections with the controlling Air Traffic Service Unit, thereby improving safety and operational efficiency.

3. Background

The South Atlantic (SAT) Area, particularly the airspace over Abidjan ACC, has experienced an increase in the occurrences where aircraft mistakenly log on to the Dakar FIR (GOOO) instead of the Abidjan ACC (DIII) when transitioning through Abidjan Airspace. This issue, while operationally manageable in most cases, has led to significant communication issues between aircraft and Abidjan ACC, as well as Accra ACC.

The inability of aircraft to correctly establish CPDLC connections with the controlling Air Traffic Service Unit increases the workload for air traffic controllers, who must manually resolve the misconnection. In addition, it has led to the initiation of procedures such as the INCERFA phase due to a loss of communication. This misrouting also affects operational safety by delaying critical CPDLC communications, which can lead to degraded situational awareness and inefficient traffic management.

While Abidjan Airspace is geographically included within the Dakar FIR, it is essential that it is treated as a separate sector for CPDLC logon purposes.

The correct logon process to Abidjan ACC must be consistently applied by flight crews to avoid communication breakdowns, increased ATC workload, and the initiation of safety alerts such as INCERFA.

4. Operator & Flight Crew Procedures

To prevent communication problems when overflying **Abidjan Airspace**, flight crews should apply the following procedures:

1. **Before Entering Abidjan Airspace:**

   a. Ensure that the aircraft is logged onto **Abidjan ACC (DIII**) using the correct **DLIC address.**

   b. Confirm that the **CPDLC logon** with **Abidjan ACC** is active by **checking the uplink message** response from the ACC.

   c. Refrain from defaulting to **Dakar FIR (GOOO)** when operating within **Abdijan Airspace.** Logons to **Dakar ACC** will not provide coverage over Abidjan ACC and will result in communication failures.

2. **In case of a Failed Logon**

   a. Attempt a manual logon to **Abidjan ACC (DIII)** if the initial automatic logon fails.

   b. Immediately notify **Abidjan ACC** via voice communication **if unable to establish the CPDLC** connection.

   c. If necessary, coordinate with the last known ACC to verify logon procedures or resolve any technical issues **before entering Abidjan Airspace.**

3. **During Transition Between Dakar and Abidjan FIRs:**

   a. Monitor the handoff between **Dakar ACC** and **Abidjan ACC** carefully. Ensure that the CPDLC logon switches from **Dakar FIR** to **Abidjan ACC (DIII)** before crossing the boundary.

   b. **Verify that the correct CPDLC** connection is active after entering **Abidjan Airspace.**

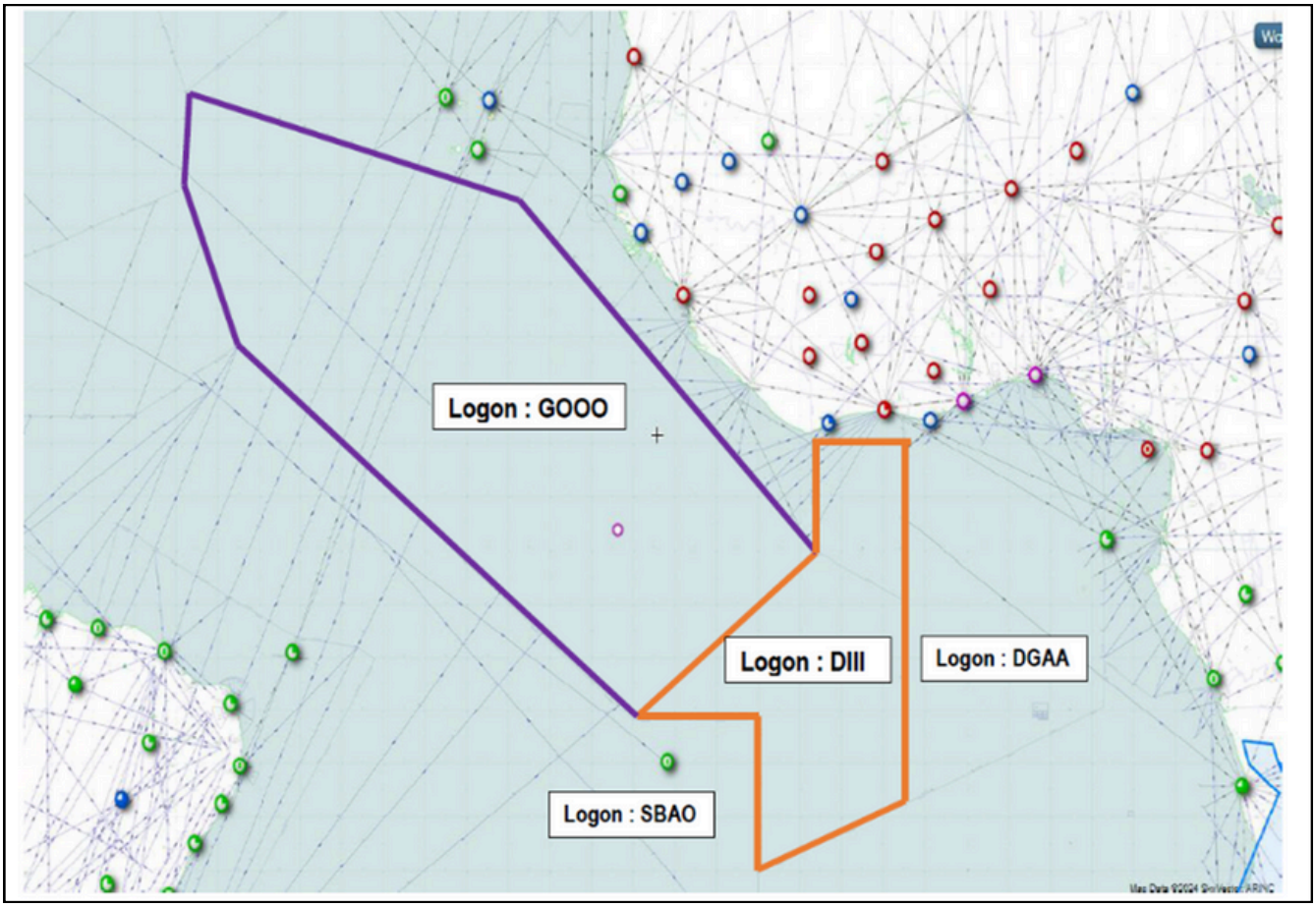


Figure 1: Visual representation of Dakar ACC and Abidjan ACC

Key recommendations to flight crews:

1. **Always verify the CPDLC logon to Abidjan ACC (DIII)** when overflying the Abidjan airspace. Do not rely on logons to Dakar ACC (GOOO), as they will not provide coverage for the Abidjan sector.
2. **Ensure that the DLIC address for Abidjan ACC (DIII)** is correctly entered into the aircraft systems prior to entering the airspace. Check that the logon has been confirmed via CPDLC message exchange.
3. **In the event of a logon failure**, immediately attempt a manual logon using the correct DLIC address. **Notify Abidjan ACC via voice communications (HF) if CPDLC remains unavailable.**
4. **During boundary transitions** between Accra FIR and **Dakar FIR**, verify that the CPDLC connection has successfully switched to Abidjan ACC (DIII) to maintain continuous communication with the controlling ATSU.

5. SAT ANSP Procedures

The South Atlantic (SAT) Air Navigation Service Providers (ANSPs), particularly Dakar ACC and Abidjan ACC, will coordinate closely to ensure seamless CPDLC logons for aircraft transitioning between Dakar FIR (GOOO), Abidjan Airspace (DIII) and Accra FIR (DGAA).

Websites

The ICAO EUR/NAT Office Website is at: www.icao.int/eurnat.

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